

Ismael Mena, 45, Denver, CO;  
 Antoine Moffett, 19, Chicago, IL;  
 Michael Rivera, 24, Philadelphia, PA;  
 Alexander Williams, 30, St. Louis,  
 MO;

Christopher Worsley, 46, Atlanta, GA.  
 September 30, 1999:

William C. Benton, 46, Memphis, TN;  
 Ziyad Brown, 22, Baltimore, MD;  
 Carl D. Budenski, 84, New Orleans,

LA;

John Cowling, 27, Detroit, MI;  
 Jason Curtis, 17, San Antonio, TX;  
 Ellen Davis, 74, Houston, TX;

Benacio Ortiz, 31, Chicago, IL;  
 Rovell Young, 35, Detroit, MI.

October 1, 1999:

Giles E. Anderson, 35, Hollywood, FL;  
 Terry Tyrone Dooley, 40, New Orleans,  
 LA;

Vernon Hill, 62, Denver, CO;

Leroy Kranford, 67, Detroit, MI;

Michael Pendergraft, 43, Oklahoma  
 City, OK;

Michael Preddy, 32, Minneapolis, MN;

Carmen Silayan, Daly City, CA;

James Stokes, 27, Washington, DC;

Joanne Suttons, 35, Detroit, MI.

We cannot sit back and allow such  
 senseless gun violence to continue. The  
 deaths of these people are a reminder  
 to all of us that we need to enact sen-  
 sible gun legislation.

#### THE JAMES MADISON COMMEMO- RATION COMMISSION ACT

Mr. WARNER. Mr. President, it is  
 unfortunate that James Madison's leg-  
 acy is sometimes overshadowed by  
 other prominent Virginians who were  
 also founding fathers of the United  
 States. Most Americans can readily re-  
 cite the accomplishments of George  
 Washington and Thomas Jefferson. And  
 while most people can identify James  
 Madison as an important figure in  
 American history, his exact accom-  
 plishments are sometimes less well  
 known than some of his contem-  
 poraries. As we approach the 250th an-  
 niversary of James Madison's birth, I  
 wish to bring to your attention the  
 outstanding contributions he made to  
 the fledgling United States.

During the course of his life, James  
 Madison exhibited all the best qualities  
 of a politician and a scholar. As a poli-  
 tician, he served as a member of the  
 Virginia House of Delegates, a member  
 of the U.S. House of Representatives,  
 U.S. Secretary of State, and two-term  
 President of the United States. As a  
 scholar, he is associated with three of  
 the most important documents in  
 American history: the U.S. Constitu-  
 tion, the Federalist Papers, and the  
 Bill of Rights. In Virginia, we have  
 paid tribute to James Madison by nam-  
 ing one of our fine state universities  
 after him—James Madison University  
 in Harrisonburg, Virginia.

More than any other American,  
 Madison can be credited with creating  
 the system of Federalism that has  
 served the United States so well to this  
 day. Madison's indelible imprint can be  
 seen in the delicate balance struck in

the Constitution between the executive  
 and legislative branches and between  
 the states and the Federal government.  
 In addition to his contributions to the  
 Constitution and the structure of  
 American government, Madison kept  
 the most accurate record of the Con-  
 stitutional Convention in Philadelphia  
 of any of the participants. Madison's  
 notes from the Convention are a gift  
 for which historians and students of  
 government will forever owe a debt of  
 gratitude.

After the Constitutional Convention,  
 Madison worked toward ratification of  
 the Constitution in two of the states  
 most crucial for the new government:  
 Virginia and New York. He narrowly  
 secured Virginia's ratification of the  
 Constitution over the objections of  
 such prominent Virginians as George  
 Mason and Patrick Henry. He assisted  
 in the New York ratification effort  
 through his contributions to the Fed-  
 eralist Papers.

The Federalist Papers, written by  
 James Madison, Alexander Hamilton,  
 and John Jay are used to this day to  
 interpret the Constitution and explain  
 American political philosophy. Fed-  
 eralist Number 10, written by Madison,  
 is the most quoted of all the Federalist  
 Papers.

As a member of the U.S. House of  
 Representatives, Madison became the  
 primary author of the first twelve pro-  
 posed amendments to the Constitution.  
 Ten of these were adopted and became  
 known as the Bill of Rights.

James Madison presided over the  
 Louisiana Purchase as Secretary of  
 State under President Jefferson and  
 prosecuted the War of 1812 as Presi-  
 dent. He was a named party in *Marbury*  
*vs. Madison*, the famous court case in  
 which the Supreme Court defined its  
 role as arbiter of the Constitution by  
 asserting it had the authority to de-  
 clare acts of Congress unconstitu-  
 tional.

James Madison was born March 16,  
 1751, in Orange County, Virginia. Ac-  
 cordingly, I urge your support of the  
 James Madison Commemoration Com-  
 mission Act, legislation that will re-  
 cognize the life and accomplishments of  
 James Madison on the 250th anniver-  
 sary of his birth.

#### PROPOSED MERGER OF UNITED AIRLINES AND US AIRWAYS

Mr. McCAIN. Mr. President, the Com-  
 merce Committee recently approved S.  
 Res. 344, which expresses the Sense of  
 the Senate that a merger of United  
 Airlines and US Airways would hurt  
 consumers' interests. A.G. Newmyer,  
 managing director of U.S. Fiduciary  
 Advisors, similarly addressed the pub-  
 lic interest perspective in a guest edi-  
 torial printed in *The Washington Post*.  
 I ask unanimous consent that the piece  
 be reprinted in the RECORD in its en-  
 tirety.

There being no objection, the mate-  
 rial was ordered to be printed in the  
 RECORD, as follows:

[From the Washington Post, Aug. 20, 2000]

UNITED WE STAND, IN LINE

(By A.G. Newmyer)

Chicago was created, as the old joke goes,  
 for New Yorkers who like the crime and traf-  
 fic but wanted colder winters. And now, it  
 seems, Chicago—like other United Airlines  
 hubs—was created for travelers willing to  
 spend their summer vacations waiting in  
 lines at the airport. If United's proposed  
 takeover of US airways goes through, Wash-  
 ington may have been created for Chicagoans  
 who wanted to spend their days in lines at a  
 smaller airport.

Given the size of US Airway's operations in  
 our region (particularly its share of traffic at  
 Reagan National Airport), as well as  
 United's proposed rule in operations of the  
 new DC Air frequent fliers worry that the  
 Clinton administration and Congress might  
 actually permit United's expansion.

United we stand, in line. Divided, we fly  
 . . . at least, some of us.

Federal Aviation Administrator Jane  
 Garvery recently pointed to myriad factors  
 in explaining this summer's air travel deba-  
 cle: a system operating at peak capacity in a  
 booming economy, weather, labor, issues and  
 so on. United's senior management, at least  
 until its recent apologies seemed happy to  
 point the finger anywhere but in the mirror.

Many of the excuses don't stand up to scru-  
 tiny. News reports, for example, have noted  
 that United is quicker than other airlines to  
 blame weather for cancellations. Seldom is  
 it mentioned that a carrier's obligation to  
 pay for hotel rooms and otherwise take care  
 of passengers vanishes when nature is the  
 culprit. Similarly, even if pilots are unwill-  
 ing to fly their customary schedules, cus-  
 tomer service agents at the counters and on  
 the phones could be augmented to take care  
 of the obvious resultant crush. Waiting  
 times make a mockery of such customer-  
 friendly tactics, particularly for passengers  
 finding our exactly how inconvenient the  
 convenience of ticket-less travel is.

Common sense would suggest that United  
 management has a very full plate trying to  
 fly its current fleet. Only the luckiest occa-  
 sional traveler on United could conclude  
 that the airline has been operating in the  
 public interest this year. Interestingly, the  
 federal government's review of the proposed  
 merger may pay scant attention to common  
 sense.

The government's review focuses largely  
 on antitrust and competitive considerations,  
 not on the broader public interest. Although  
 the Department of Transportation has a role  
 to play, responsibility for the willingness to  
 treat customers like human beings may get  
 short shrift in a review process that is both  
 legal and laughable.

In the long term, business courses are like-  
 ly to include discussion of how United's man-  
 agement ruined a world-class, respected  
 brand, Labor's ownership role and board  
 seats at United may cause other companies  
 to wonder about the efficacy of such arrange-  
 ments.

In the short term, the United mess de-  
 serves a more thorough governmental review  
 before its management expands its choke-  
 hold on passengers to include US Airways  
 and DC Air. Although time is short in this  
 election year, Congress would find vast voter  
 sympathy in reviewing whether applicable  
 merger statutes are appropriate. And before  
 President Clinton finds himself joining the  
 rest of us on commercial flights, he should  
 direct his administration to just say no to a  
 broader role for United in today's unfriendly  
 skies.

COASTAL ZONE MANAGEMENT ACT  
OF 2000

Mr. KERRY. Mr. President, I rise to make a few remarks on the Coastal Zone Management Act of 2000, legislation to reauthorize the Coastal Zone Management Act. This bill, S. 1534, was passed last Thursday evening by unanimous consent.

To begin, I want to thank Senator SNOWE, our chairman on the Oceans and Fisheries Subcommittee on the Commerce Committee, for putting this legislation on the Committee agenda this Congress and working for its enactment.

When Congress enacted the Coastal Zone Management Act in 1972, it made the critical finding that, "Important ecological, cultural, historic, and esthetic values in the coastal zone are being irretrievably damaged or lost." As we deliberated CZMA's reauthorization this session, I measured our progress against that almost 30-year-old congressional finding. And, I concluded that while we have made tremendous gains in coastal environmental protection, the increasing challenges have made this congressional finding as true today as it was then.

At our oversight hearing on this legislation, Dr. Sylvia Earle testified on the current and future state of our coastal areas. Dr. Earle has dedicated her career to understanding the coastal and marine environment, and knows as much about it as anyone. She warned us that, "We are now paying for the loss of wetlands, marshes, mangroves, forests barrier beaches, natural dunes and other systems with increasing costs of dealing somehow with the services these systems once provided—excessive storm damage, benign recycling of wastes, natural filtration and cleansing of water, production of oxygen back to the atmosphere, natural absorption of carbon dioxide, stabilization of soil, and much more. Future generations will continue to pay, and pay and pay unless we can take measures now to reverse those costly trends."

The Coastal States Organization, represented by their chair, Sarah Cooksey, told the Committee that, "In both economic and human terms, our coastal challenges were dramatically demonstrated in 1998, by numerous fish-kills associated with the outbreaks of harmful algal blooms, the expansion of the dead zone of the Gulf coast, and the extensive damage resulting from the record number of coastal hurricanes and el Nino events. Although there has been significant progress in protecting and restoring coastal resources since the CZMA and Clean Water Acts were passed in 1972, many shell fish beds remain closed, fish advisories continue to be issued, and swimming at bathing beaches across the country is too often restricted to protect public health."

It is clear from the evidence presented to the Committee in our oversight process and from other input that I have received, that a great need ex-

ists for the federal government to increase its support for states and local communities that are working to protect and preserve our coastal zone. To accomplish that goal, the Committee has reported a bill that substantially increases annual authorizations for the CZMA program and targets funding at controlling coastal polluted runoff, one of the more difficult challenges we face in the coastal environment.

S. 1534 would provide a significant increase to the CZMA Program. Total authorization levels would increase to \$136.5 million in FY2001. For grants under Section 306, 306A, and 309, the bill would authorize \$70 million beginning in FY00 and increasing to \$90.5 million in FY04. For grants under section 309A, the bill would authorize \$25 million in FY00, increasing to \$29 million in FY 04; of this amount, \$10 million or 35 percent, whichever is less, would be dedicated to approved coastal nonpoint pollution control strategies and measures. For the NERRS, the bill would provide \$12 million annually for construction projects, and for operation costs, \$12 million in FY 2001, increasing to \$15 million in FY04. Finally, the bill would provide \$6.5 million for CZMA administration.

This reauthorization also tackles the problem of coastal runoff pollution. This is one of the great environmental and economic challenges we face in the coastal zone. At the same time that pollution from industrial, commercial and residential sources has increased in the coastal zone, the destruction of wetlands, marshes, mangroves and other natural systems has reduced the capacity of these systems to filter pollution. Together, these two trends have resulted in environmental and economic damage to our coastal areas. These effects include beach closures around the nation, the discovery of a recurring "Dead Zone" covering more than 6,000 square miles in the Gulf of Mexico, the outbreak of *Pfiesteria* on the Mid-Atlantic, the clogging of shipping channels in the Great Lakes, and harm to the Florida Bay and Keys ecosystems. In Massachusetts, we've faced a dramatic rise in shell fish beds closures, which have put many of our fishermen out of work.

To tackle this problem, the Coastal Zone Management Act of 2000 targets up \$10 million annually to, "assist coastal communities to coordinate and implement approved coastal nonpoint pollution control strategies and measures that reduce the causes and impacts of polluted runoff on coastal waters and habitats." This is an important amendment. For the first time, we have elevated the local management of runoff as national priority within the context of the CZMA program. Runoff is not a state-by-state problem; the marine environment is far too dynamic. States share the same coastlines and border large bodies of waters, such as the Gulf of Mexico, the Chesapeake Bay or the Long Island Sound, so that pollutants from one state can det-

rimentially affect the quality of the marine environment in other states. We are seeing the effects of polluted runoff both in our coastal communities and on our nation's living marine resources and habitats. I'm pleased that we've included the runoff provision in S. 1534. It's an important step forward and I believe we will see the benefits in our coastal environment and economy.

The Coastal Zone Management Act of 2000, Mr. President, has been endorsed by the 35 coastal states and territories through the Coastal State Organization. It also has the endorsement of the Great Lakes Commission, American Oceans Campaign, Coast Alliance, Center for Marine Conservation, Sierra Club, Environmental Defense, California CoastKeeper and many other groups. It's a long list. I will ask unanimous consent to have printed into the RECORD a letter from support organizations. I add that S. 1534 passed the Senate Commerce Committee, with its regionally diverse membership, unanimously.

I want to thank some of those assisted my staff with this legislation, and helping us pass it in the Senate. They include the Massachusetts Coastal Zone Program office and its Director, Tom Skinner, who provided technical assistance on the program, as well as the Center for Marine Conservation, Natural Resources Defense Council, American Ocean Campaign, the Coastal States Organization and the Coast Alliance. And I thank my colleagues on the Commerce Committee.

I ask unanimous consent that the letter to which I referred be printed in the RECORD.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

SEPTEMBER 18, 2000.

Hon. TRENT LOTT  
Majority Leader, U.S. Senate,  
Washington, DC.

DEAR SENATOR LOTT: On behalf of the following organizations, we are writing to urge you to schedule S. 1534, the Coastal Zone Management Act of 2000, for floor consideration as soon as possible. Sponsored by Senators SNOWE and KERRY, S. 1534 has been reported out of the Commerce Committee with unanimous bipartisan support.

Since its enactment in 1972, the Coastal Zone Management Act (CZMA) has helped protect and improve the quality of life along the coast by providing incentives to states to develop comprehensive programs to meet the challenges facing coastal communities reducing their vulnerability to storms and erosion, the effects of pollution on shellfish beds and bathing water quality, and loss of habitat, to name a few.

The CZMA has proven to be a model statute for promoting national, state and local objectives for balancing the many uses along the coasts. There is no better testament to the success of the state/federal partnership forged by the CZMA than the fact that 34 of 35 eligible coastal states, commonwealths and territories have chosen to participate in the program. Federal assistance provided under the Act is matched by states dollar for dollar. Each state can point to significant benefits resulting from the Act, such as improved coastal ecosystem health; revitalized waterfront communities; coastal habitat